



National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

OCT 31 2000

Honorable Kelley S. Coyner
Administrator
Research and Special Programs Administration
Washington, D.C. 20590

Dear Ms. Coyner:

Thank you for your August 11, 2000, letter in response to the National Transportation Safety Board's Safety Recommendation H-95-37, stated below. This recommendation was issued to the Research and Special Programs Administration (RSPA) as a result of the Safety Board's investigation of an accident involving a cargo tank carrying liquefied petroleum gas (LPG) in White Plains, New York, on July 27, 1994.


H-95-37

In cooperation with the Federal Highway Administration, study methods and develop standards to improve the crashworthiness on front heads of cargo tanks used to transport liquefied flammable gases and potentially lethal nonflammable compressed gases.

The Safety Board understands that Pressure Sciences, Inc., has been under contract to RSPA to develop analytical techniques that accurately predict the response of the front head of a pressurized MC-331 cargo tank motor vehicle to collision loadings under highway crash conditions. The ultimate objective is to improve the crashworthiness of these cargo tanks. Pressure Sciences, Inc., is completing the final phase of the study by investigating several designs of front heads on DOT-specification MC-331 cargo tank motor vehicles.

The Safety Board looks forward to receiving RSPA's final report. Pending the actual development of standards to improve the crashworthiness of front heads, Safety Recommendation H-95-37 remains "Open—Acceptable Response."

Sincerely,


Jim Hall
Acting Chairman

cc: Mr. Robert Clarke, Safety and Health Team Leader
Office of Transportation Policy Development

